

You will notice that he takes all the shops along the line. To make sure that there would be no mistake about his remarks applying to other shops as well—and I wish particularly to call the attention of the Solicitor General to this—he made his position clear:

The shops and machinery at Quebec are estimated to cost \$2,290,600. Nothing has been done to this date beyond preparing plans and site.

The machinery at various division points for local repairs is estimated at \$498,500, making a total expenditure on the whole line for shops and equipment of \$6,598,065.37.

Mr. MEIGHEN: What page of the report is that?

Mr. GRAHAM: I am reading from the return. Perhaps these letters are not in the report. I can quite understand why they should not be. Major Leonard goes on:

I cannot find any definite authority for the above expenditure, and certainly the Act does not contemplate the expenditure of a large portion of this money, at Winnipeg, to accommodate lines west of that point.

Before proceeding with any further expenditure on these items I require to have definite instructions—

That includes Quebec.

—from the Government as to their intention in framing the contract, and as to what items of machinery, if any, shall be supplied by the commission for the lines east of Winnipeg and for the lines west of that point.

The importance of this decision is emphasized by Mr. E. J. Chamberlain's statement in a conversation with me in Winnipeg on 22nd November, as follows: 'It may as well be clearly understood now that the agreement with the Government that this road (the eastern division) would be built to our satisfaction, and before we take it over, if ever we do, it will be completed pretty nearly as we want it.'

That was a notice to the Government.

It will be completed pretty nearly as we want it.

This is the correspondence on which was based Mr. Staunton's discussion of the Transcona shops. Mr. Leonard makes it absolutely clear that what he wants to find out, is whether the commission has the right to build shops at Winnipeg, Quebec, or anywhere else; but this commission in its report wilfully confines itself to the shops at Transcona and never even hints about the shops at Quebec. If politics did not enter into this, there is not a man on the other side of the House who would not say that this is too partisan to be countenanced for one minute. It is so evident I need not go any further. I think the evidence I have submitted to the House and to the country and to the financiers of the world—who I am anxious shall understand the situation—is positive proof of the absolute partisanship and biased ideas of this commission. When this matter came up, the first thing Major Leonard naturally did was to apply to the head of his law department to ascertain if there was anything in his notion. I am not condemning him for seeking this information. I do not blame Major Leonard for seeking this information. I do not want to be misunderstood; Major Leonard was doing his duty in getting this information and finding out exactly where he stood because the letters themselves will show that great pressure was going to be brought to bear by somebody to get a decision in favour of Mr. Lynch-Staunton's idea that these things should not be done by the Government or by the commission. Major Leonard rightly asks